

2.50

The Utah Idaho Central Railroad Corporation

Employees' Time Table No. 32 Effective 3:01 A. M. Monday, March 6 1944

(SPECIAL RULES AND INSTRUCTIONS)

If any rules or instructions contained in this Time Table conflict with those contained in Book of Rules, employees will be governed by rules and instructions contained herein.

This Time Table is for the use and government of Employees only, and is not intended for the information of the public, or as an advertisement of time of any train. The Company reserves the right to vary from it at pleasure.

Employees engaged in movement of trains must provide themselves with a copy of the current time table, and always have a copy with them while on duty.

All wires along the line of the Utah Idaho Central Railroad Corporation are alive and carry ELECTRIC CURRENT, and all employees and especially trainmen working on the top of or about cars are CAUTIONED to watch at all times for LOW or LOOSE WIRES, and are definitely WARNED not to TOUCH, CUT or in any manner whatever handle any broken or hanging wires.

The overhead construction is suspended from a line of poles alongside of track and employees are cautioned to watch out for these poles while working on the top or side or around cars and trains, and not to work on top or sides of cars unless they know there is sufficient clearance for safety.

Before making adjustments or repairs on or beneath a motor and before coupling or uncoupling light or power jumpers, the trolley must be pulled down and fastened.

Trolley must not be replaced unless it is known that no one is under the motor. Trolley poles must not be handled with anything but the trolley rope.

In the event of fire on any car or locomotive, the trainmen must pull trolley down immediately, and if possible put the fire out with fire extinguishers which are located in each car, then report same to Dispatcher for instructions. (Do not use water unless absolutely necessary.)

W. I. HODGE,
Ass't. General Manager.

F. F. ATKINSON,
Supt. Transportation.

SOUTHWARD						OGDEN-PRESTON LINE						NORTHWARD					
FIRST CLASS												FIRST CLASS					
	10	8	6	4	2	Distance From Preston	TIME TABLE NO. 32 Effective 3.01 A.M. March 6, 1944		Distance From Ogden	1	3	5		7	9		Car Capacity Sidings and Spurs
	Leave Daily	Leave Daily	Leave Daily Except Saturdays & Sundays	Leave Daily Except Sundays	Leave Daily		STATIONS			Arrive Daily Except Sundays	Arrive Daily	Arrive Daily		Arrive Daily Except Sundays	Arrive Daily		
	M-5 L 5.15 P.M.	M-3 L 2.00 P.M.		L 8.00 A.M.	L 7.00 A.M.	0.0	D-T-R	PRESTON	94.7		M-8 A 12.55 P.M.	M-10 A 5.00 P.M.		A 7.20 P.M.	A 11.25 P.M.		Yard—Y
	f 5.19	f 2.04		f 8.04	f 7.04	2.2	T	FRANKLIN SPUR	92.5		f 12.46	f 4.51		f 7.11	f 11.15		Spur 75
	f 5.21	f 2.06		f 8.06	f 7.06	3.9	T	NORTH FAIRVIEW	90.8		f 12.43	f 4.48		f 7.08	f 11.12		Siding 11
	f 5.24	f 2.09		f 8.09	f 7.09	6.0	T	FAIRVIEW	88.7		f 12.39	f 4.45		f 7.04	f 11.08		Spurs 40
	s 5.29	s 2.14		s 8.13	s 7.13	8.3	D-T	LEWISTON	86.4		s 12.33	s 4.40		s 6.58	s 11.02		Spur 6 Siding 17
	f 5.31	f 2.16		f 8.15	f 7.15	9.3	T	SUGARTON	85.4		f 12.30	f 4.38		f 6.55	f 11.00		Yard
	f 5.35	f 2.20		f 8.19	f 7.19	11.4		MERRILLS	83.3		f 12.27	f 4.35		f 6.52	f 10.57		Siding 3
	s 5.39	s 2.24		s 8.23	s 7.23	13.4	D-T	RICHMOND	81.3		s 12.24	s 4.32		s 6.49	s 10.54		Yard
	f 5.45	f 2.30		f 8.29	f 7.29	17.4	T	MACK	77.3		f 12.17	f 4.25		f 6.42	f 10.47		Siding 30
	s 5.50	s 2.35		s 8.33	s 7.33	19.5	D-T	SMITHFIELD	75.2		s 12.13	s 4.21		s 6.38	s 10.43		Yard
	f 5.57	f 2.42		f 8.40	f 7.40	22.3	D-T	HYDE PARK	72.4		f 12.06	f 4.14		f 6.31	f 10.36		Siding 10
	f 5.59	f 2.44		f 8.42	f 7.42	23.0	T	TANGENT	71.7		f 12.04	f 4.13		f 6.29	f 10.34		Siding 26
	f 6.02	f 2.47		f 8.44	f 7.44	24.5	T	GREENVILLE	70.2		f 12.02	f 4.11		f 6.27	f 10.32		Spur 16 Siding 26
	s 6.10 M-7 6.15	s 2.55 3.00		A 8.50 A.M.	s 7.50 8.10	27.2	D-T	LOGAN	67.5	A 8.50 A.M.	s 11.50	s 4.00		M-10 L 6.20 P.M.	s 10.20		Yard
	f 6.20	f 3.04			f 8.14	28.8	D-T	PROVIDENCE	65.9	f 8.44	f 11.45	f 3.56			f 10.15		Spur 11
	f 6.25	f 3.08			f 8.21	30.8	D-T	MILLVILLE	63.9	f 8.40	f 11.41	f 3.51			f 10.12		Spur 8
	f 6.27	f 3.09			f 8.22	31.3	T	GLEN	63.4	f 8.39	f 11.40	f 3.50			f 10.11		Siding 20
	s 6.35	s 3.15			M-1 s 8.31	34.5	D-T	HYRUM	60.2	M-2 s 8.31	s 11.35	s 3.46			s 10.06		Yard
	f 6.37	f 3.20			f 8.36	35.1	T	WEST HYRUM	59.6	f 8.26	f 11.32	f 3.43			f 10.03		Spur 8
	f 6.39	f 3.22			f 8.40	36.1	T	HILLS	58.6	f 8.21	f 11.30	f 3.41			f 10.01		Spur 7
	s 6.43	s 3.27			s 8.43	38.7	D-T	WELLSVILLE	56.0	f 8.16	s 11.26	s 3.38			s 9.57		Yard
	f 6.50	M-5 f 3.32			f 8.49	43.2	T	RONDO	51.5	f 8.01	f 11.19	M-8 f 3.32			f 9.50		Yard
	f 6.52	f 3.35	L 7.30 A.M.		f 8.51	44.1	D-T	MENDON	50.6	f 7.57	f 11.17	f 3.30			f 9.48		Spur 6 Y
	f 6.58	f 3.41	f 7.35		f 8.57	46.8	T	PETERSBORO	47.9	f 7.49	f 11.12	f 3.26			f 9.43		Spur 7
	f 7.01	f 3.46	M-1 A 7.40 A.M.		f 8.59	49.4	T	KIDMAN	45.3	M-6 L 7.45 A.M.	f 11.07	f 3.21			f 9.38		
	f 7.03	f 3.49			f 9.02	50.2	T	SUMMIT	44.5		f 11.05	f 3.19			f 9.37		Yard
	f 7.09	f 3.54			f 9.08	53.8	T	UKON	40.9		f 10.58	f 3.11			f 9.30		Siding 25
	f 7.14	f 3.58			f 9.12	56.4	T	GRAVEL PIT	38.3		f 10.53	f 3.05			f 9.25		Spurs 15
	f 7.17	f 4.02			f 9.16	58.7	D-T	DEWEY	36.0		f 10.49	f 3.01			f 9.21		Yard—Y
	f 7.21	f 4.07			f 9.20	62.0	T	MADSEN	32.7		f 10.44	f 2.56			f 9.16		Spur 15
	f 7.25	f 4.12			f 9.24	64.5	D-T	HONEYVILLE	30.2		f 10.40	f 2.53			f 9.12		Spurs 24
	f 7.28	f 4.16			f 9.27	66.3	T	CALLS FORT	28.4		f 10.36	f 2.50			f 9.08		Spur 11
	f 7.32	f 4.21			f 9.32	69.2	T	BONNEVILLE	25.5		f 10.32	f 2.47			f 9.05		Siding 27
	s 7.39	s 4.30			f 9.39	73.6	D-T	BRIGHAM	21.1		s 10.25	s 2.40			s 8.57		Yard
	f 7.43	f 4.35			f 9.44	75.7	T	OLIDA	19.0		f 10.20	f 2.35			f 8.52		Siding 27
	f 7.46	f 4.39			f 9.48	77.9	T	SOUTH PERRY	16.8		f 10.17	f 2.32			f 8.48		Siding 27
	f 7.49	f 4.42			f 9.51	80.1	T	NORTH WILLARD	14.6		f 10.13	f 2.28			f 8.44		Siding 23
	f 7.51	f 4.45			f 9.54	80.9	D-T	WILLARD	13.8		f 10.11	f 2.27			f 8.42		Spurs 7
	f 7.56	f 4.50			f 9.59	83.9	T	NERVA	10.8		f 10.07	f 2.22			f 8.37		Siding 23
	f 8.00	f 4.54			M-3 f 10.04	86.1	T	HOT SPRINGS	8.6		M-2 f 10.04	f 2.19			f 8.34		Siding 7 Spur 17
	f 8.07	f 5.02			f 10.10	90.2	T	HARRISVILLE	4.5		f 9.58	f 2.13			f 8.28		Siding 17
	f 8.10	f 5.05			f 10.12	92.3	T	U.P.-S.P. Interchange	2.4		f 9.55	f 2.10			f 8.25		Yard-Interchange
	M-9 A 8.20 P.M.	A 5.15 P.M.			A 10.20 A.M.	94.7	D-T-R	OGDEN TERM.	0.0		L 9.45 A.M.	L 2.00 P.M.			M-10 L 8.15 P.M.		Yard—Y

FULL FACE TYPE OR HEAVY BLACK FIGURES INDICATE POSITIVE MEET — APPROACH MEETING POINTS UNDER CONTROL — IF TRAIN TO BE MET NOT THERE CALL DISPATCHER IMMEDIATELY.

“L” at left of time in schedule indicates leaving time at Terminal.

“A” at left of time in schedule indicates arrival at Terminal.

“s” at left of time in schedule indicates regular stop.
“f” stop on flag only.

“D” at left of station indicates an agency station.

“T” at left of station indicates telephone station.

“R” at left of station indicates register station.

At meeting points Northward Trains will take siding.

All trains will stop on flag at Broom, Union Pacific-Southern Pacific Interchange, Midway, View, Clays, Woods, Perry, Davis, Olida, 7th S. Brigham, So. Brigham, No. Brigham, Bristol, Harper, Crystal Springs, Pioneer, Beaton, Collinston, Beaver Dam, Kidman, Farrell, South Mendon, North Mendon, South Wellsville, North Wellsville, West Hyrum, Anderson, Humphries, South Providence, South Logan, South Smithfield, North Smithfield, Carson Empey, North Cache, Bert, Idaline, Whitney, Beckstead and South Preston.

All regular trains will stop at Second North, Logan.

Northbound trains will connect with connecting Bamberger trains unless otherwise instructed by dispatcher.

P. E. MORGAN, Chief Train Dispatcher.
D. L. MILLER, Train Dispatcher.
J. W. SAUNDERS, Train Dispatcher.

SPEED REGULATIONS

Passenger trains will not exceed fifteen (15) miles per hour and freight trains ten (10) miles per hour on Plain City and Warren Branches, and passenger trains twenty (20) miles per hour and freight trains fifteen (15) miles per hour on Quinney Branch

Passenger trains will not exceed fifty-five (55) and freight trains thirty-five (35) miles per hour at any point.

All trains must approach spring switches under control, so motorman can see position of switch points. Speed must not be increased until entire train has passed over switch. Freight motors running light will not exceed twenty (20) miles per hour at any point.

SPEED ORDINANCES THROUGH FOLLOWING CITIES

Brigham, Wellsville—Twelve miles per hour. Logan, Hyde Park—Fifteen miles per hour. Hyrum—Twenty miles per hour. Speed through all towns must be under CONTROL and public crossing whistle sounded approaching every street crossing except Logan where it will be sounded in an emergency only.

RAILROAD CROSSINGS

Railroad crossings are located at the following points:

D. & R. G. W. freight yard on Lincoln Avenue, Ogden. Trains using this crossing in both directions must do so under flag. Reduce speed to ten (10) miles per hour over railroad crossings at American Can Factory and Becker's Brewery, Ogden, Browning and Harrisville. All trains stop before crossing over U. P. tracks at Olida. U. P. R. R. at Preston, trains will use this crossing in both directions under flag.

While passing under U. P. tracks at Merrills all trains will run under control.

STANDARD CLOCKS—Ogden, Brigham, Logan and Preston.

REGISTER STATIONS—Ogden, Ogden Car Barns and Preston.

BULLETIN BOOKS—Ogden, Ogden Car Barns, Logan and Preston.

WATCH INSPECTORS

Packer & West, Ogden, Utah.

J. W. Peters Jewelry, Brigham, Utah.

Cardon Jewelry Co., Logan, Utah.

T. C. Merrill, Preston, Idaho.

LIST OF SURGEONS AND HOSPITALS

Dr. Junior Edward Rich, Chief Surgeon, Eccles Bldg., Ogden. Ph. 2-2381. Res. 6931.
Dr. Edward I. Rich, District Surgeon, Eccles Bldg., Ogden. Phone 2-2381. Res. 4211.
Dr. W. R. Merrill, District Surgeon, Brigham City, Utah. Phone 45. Res. 95.
Dr. W. O. Christensen, District Surgeon, Wellsville, Utah. Phone 10-J1.
Dr. H. P. Burgess, District Surgeon, Hyrum, Utah. Phone 14. Res. 44.
Dr. D. C. Budge, Consulting Surgeon, Logan, Utah. Phone 25.
Dr. S. M. Budge, District Surgeon, Logan, Utah. Phone 25. Res. 70.
Dr. G. L. Reese, District Surgeon, Smithfield, Utah. Phone 23-W. Res. 33.
Dr. W. G. Noble, District Surgeon, Richmond, Utah. Phone 66. Res. 66.
Dr. W. Ezra Cragun, District Surgeon, Lewiston, Utah. Phone 44. Res. 43.
Dr. A. R. Cutler, District Surgeon, Preston, Idaho. Phone 58. Res. 53.
Budge Hospital, Logan; Phone 25.
Dee Memorial Hospital, Ogden; Phone 5521.

In case of accident or injury to passengers, employees, or trespassers, the nearest District Surgeon is to be called.

This Company will not be responsible for any expense incurred when any but its regular Surgeons are called, and the Budge Hospital at Logan, or the Dee Hospital at Ogden, should be notified and arrangements will be made to meet train.

COMPANY TELEPHONES

W. I. HODGE	- - - -	PHONE 21671	- - -	OGDEN
W. M. WARDLEIGH	- -	PHONE 21193	- - -	OGDEN
F. F. ATKINSON	- - - -	PHONE 9534	- - -	OGDEN
E. H. BUSH	- - - -	PHONE 23732	- - -	OGDEN
O. G. HARWOOD	- - - -	PHONE	- - -	OGDEN
F. L. YOUNG	- - - -	PHONE 24734	- - -	OGDEN
L. WELLS	- - - -	PHONE 25697	- - -	OGDEN
GENERAL OFFICE	- - -	PHONE 4644	- - -	OGDEN
DISPATCHERS OFFICE	- -	PHONE 8098	- - -	OGDEN
FREIGHT OFFICE	- - -	PHONE 5748	- - -	OGDEN

SIDINGS OR SPURS NOT IN STATION COLUMN

Main Line

No. Perry	mile post 17.12	capacity 4 cars spur
Beaver Dam	mile post 43.5	capacity 2 cars spur
Rock Spur	mile post 65.2	capacity 10 cars spur
Winn	mile post 73.6	capacity 17 cars spurs
Beckstead	mile post 92.7	capacity 23 cars spurs

Quinney Branch

Cunningham	mile post D 2.1	capacity 19 cars spur
Kent	mile post D 2.9	capacity 32 cars siding
Mills	mile post D 4.3	capacity 23 cars spur
Wheeler	mile post D 4.8	capacity 14 cars spur
Bullen	mile post D 5.2	capacity 34 cars spur
Litz	mile post D 7.7	capacity 13 cars spur
Litz	mile post D 7.7	capacity 23 cars siding
Hurren	mile post D 8.6	capacity 24 cars siding
Thain	mile post D14.0	capacity 6 cars spur
Quinney	mile post D11.8	capacity 30 cars spur

Plain City Branch

Farr West	mile post C1.9	capacity 13 cars siding
Beet Dump	mile post C4.5	capacity 29 cars spur
Randall	mile post C5.2	capacity 6 cars spur
Lyman	mile post C5.6	capacity 17 cars spur
Warren	mile post C7.0	capacity 15 cars spur